ODS 949

OBSTRUCTION DATA SHEET

ODS 949
DAVENPORT MUNICIPAL AIRPORT
DAVENPORT, IOWA

DIGITIZED FROM

OC 949
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C55.411/3:

OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

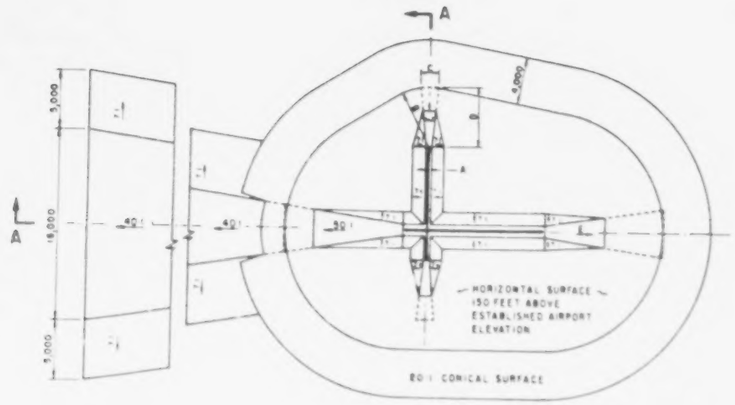
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ...... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

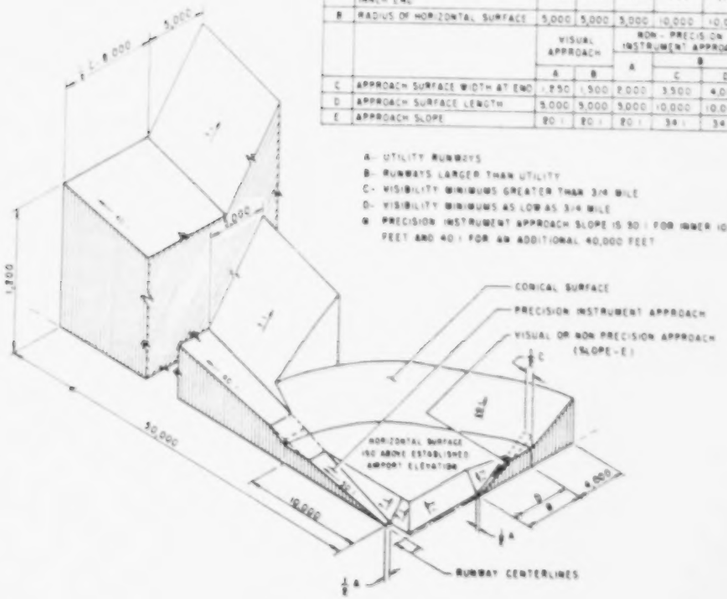
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
R	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x[1] x[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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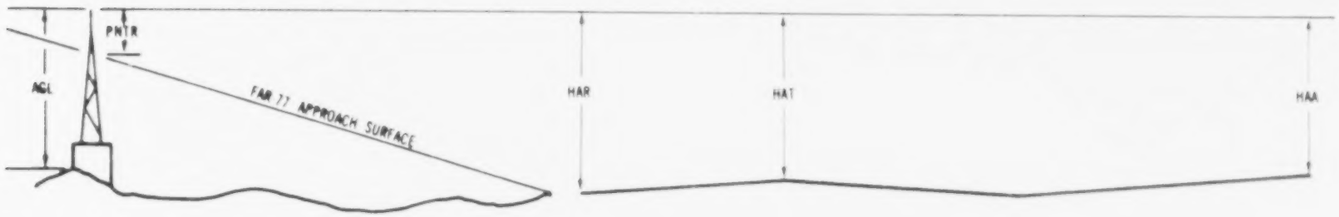

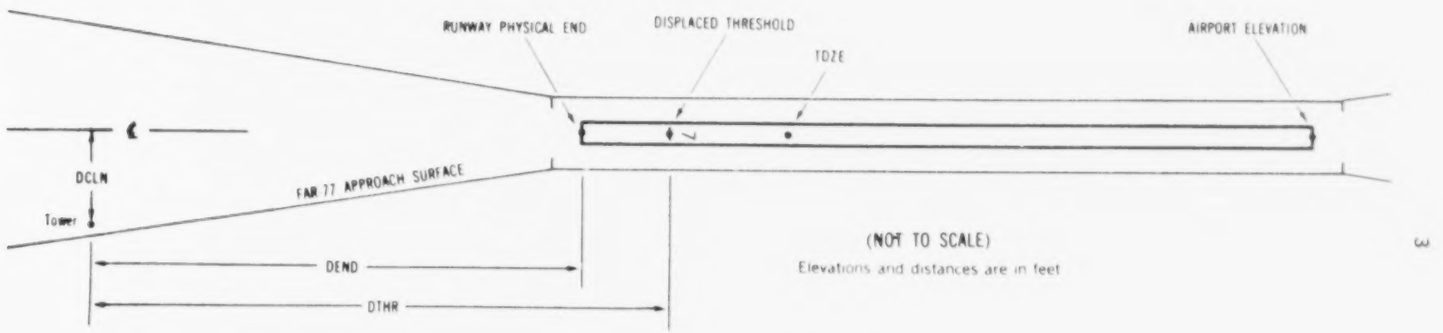

(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

[10] Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0949

AIRPORT ELEVATION 753

3 A(NP) 747/750 413626.738N 0903530.580W 2093420

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	413701.94	0903506.21	1A	753		6	3	0	-4013		148L	4
POST	413659.42	0903503.59	1A	753		6	3	0	-3889		150R	4
POST	413656.14	0903506.12	1A	753		6	3	0	-3506		147R	4
POST	413654.81	0903511.61	1A	754		7	4	1	-3183		149L	5
POST	413640.76	0903522.20	1A	754		7	4	1	-1548		147L	4
TREE	413627.90	0903532.76	1A	764		17	14	11	-20		202L	17
POST	413626.42	0903533.84	1A	751		4	1	-2	150		200L	4
TREE	413625.68	0903535.60	1A	791		44	41	38	281		279L	40
TREE	413624.25	0903536.76	1A	794		47	44	41	450		284L	34

21 A(NP) 749/750 413701.112N 09035 4.588W 0293437

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	413626.42	0903533.84	1A	751		2	1	-2	-4150		200R	4
TREE	413627.90	0903532.76	1A	764		15	14	11	-3980		202R	17
POST	413640.76	0903522.20	1A	754		5	4	1	-2452		147R	4
POST	413654.81	0903511.61	1A	754		5	4	1	-818		149R	5
POST	413656.14	0903506.12	1A	753		4	3	0	-495		147L	4
POST	413659.42	0903503.59	1A	753		4	3	0	-112		150L	4
POST	413701.94	0903506.21	1A	753		4	3	0	12		148R	4
ROAD (N)	413705.54	0903505.37	1A	766		17	16	13	360		273R	9

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AIRPORT ELEVATION 753

15 PIR 753/753 413700.009N 0903539.505W 3293328

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	413619.63	0903504.83	1A	749		-4	-4	-4	-4859		200L	4
POST	413622.86	0903507.34	1A	749		-4	-4	-4	-4480		202L	3
POST	413627.26	0903516.93	1A	751		-2	-2	-2	-3727		201R	4
CEILOMETER	413630.49	0903514.88	1A	751		-2	-2	-2	-3524		99L	3
POST	413631.16	0903519.16	1A	752		-1	-1	-1	-3301		147R	4
ANEMOMETER	413635.75	0903512.95	1A	772		19	19	19	-3138		495L	23
OL ON WINDSOCK	413636.11	0903513.23	1A	776		23	23	23	-3097		496L	27
POST	413638.45	0903526.22	1A	753		0	0	0	-2393		235R	3
POST	413640.76	0903522.20	1A	754		1	1	1	-2346		146L	4
POST	413656.48	0903533.28	1A	756		3	3	3	-547		227L	4
POST	413659.05	0903536.39	1A	757		4	4	4	-204		155L	5
POST	413659.15	0903540.90	1A	757		4	4	4	-21		135R	4
GROUND	413702.36	0903539.31	1A	754		1	1	1	197		133L	1
ROAD (N)	413705.43	0903535.76	1A	771		18	18	18	329		524L	15
SIGN	413705.64	0903542.27	1A	763		10	10	10	598		108L	2
ROAD (N)	413705.41	0903543.76	1A	768		15	15	15	635		2R	6
POLE	413705.84	0903552.58	1A	786		33	33	33	1012		557R	17

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AIRPORT ELEVATION 753

33 SUPLC 745/751 413619.116N 09035 7.488W 1493349

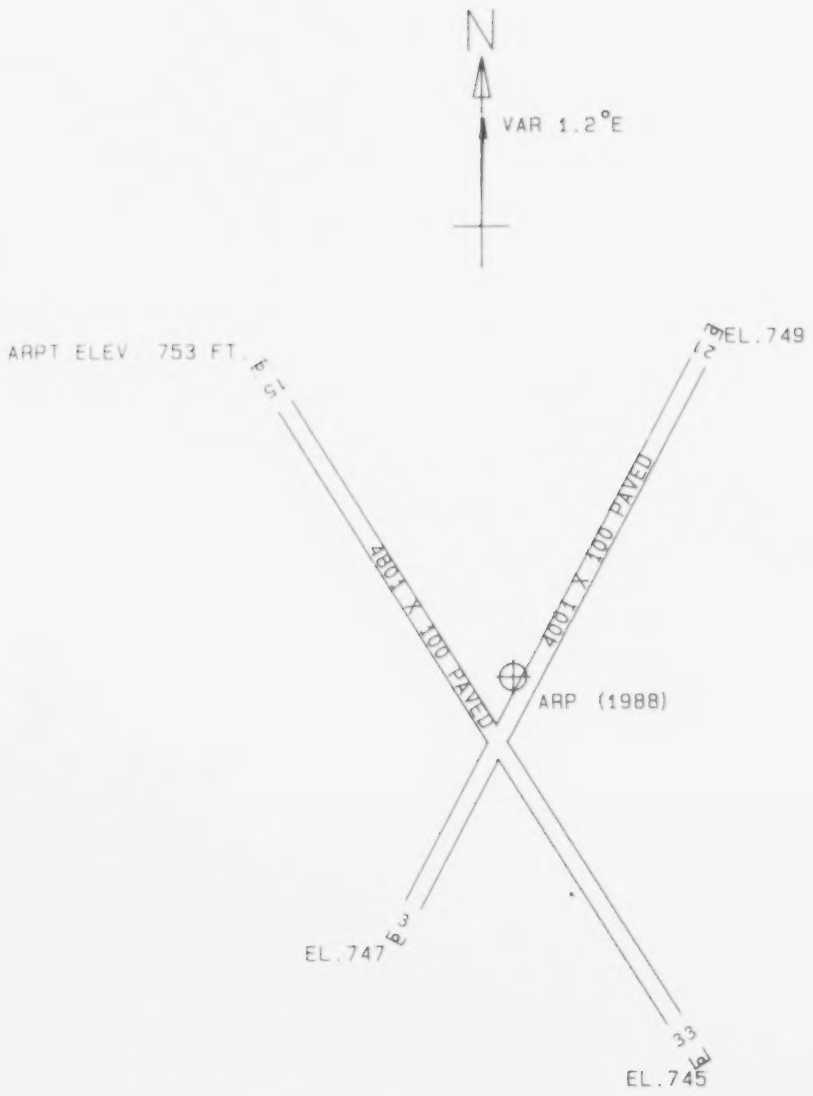
OBJECT	LAT.	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	413702.36	0903539.31	1A	754		9	3	1	-4998		133R	1
POST	413659.15	0903540.90	1A	757		12	6	4	-4779		135L	4
POST	413659.05	0903536.39	1A	757		12	6	4	-4597		155R	5
POST	413656.48	0903533.28	1A	756		11	5	3	-4254		227R	4
POST	413640.76	0903522.20	1A	754		9	3	1	-2455		146R	4
OL ON WINDSOCK	413638.45	0903526.22	1A	753		8	2	0	-2408		235L	3
ANEMOMETER	413636.11	0903513.23	1A	776		31	25	23	-1704		496R	27
POST	413635.75	0903512.95	1A	772		27	21	19	-1662		495R	23
CEILOMETER	413631.16	0903519.16	1A	752		7	1	-1	-1500		147L	4
POST	413630.49	0903514.88	1A	751		6	0	-2	-1277		99R	3
POST	413627.26	0903516.93	1A	751		6	0	-2	-1074		201L	4
POST	413622.86	0903507.34	1A	749		4	-2	-4	-321		202R	3
OL ON LOCALIZER	413619.63	0903504.83	1A	749		4	-2	-4	58		200R	4
OL ON DME	413614.83	0903504.14	1A	748		3	-3	-5	503		0L	-6
BUSH	413616.03	0903501.20	1A	760		15	9	7	511		253R	6
TREE	413612.90	0903504.14	1A	754		9	3	1	671		99L	-5
TREE	413614.37	0903457.28	1A	772		27	21	19	807		426R	9
	413557.79	0903500.34	1A	800		55	49	47	2136		625L	-2

0C0949

AIRPORT ELEVATION 753

ARP 413641.546N 0903520.809W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
POST	413648.48	0903519.65	1A	754		1	5 57	708
OL ANTENNA	413638.17	0903506.73	1A	807		54	106 30	1122
ROD ON OL AIRPORT BEACON	413643.39	0903504.92	1A	807		54	80 0	1221
POLE	413648.12	0903504.51	1A	777		24	60 32	1405
TREE	413627.17	0903534.69	1A	773		20	214 43	1797
TREE	413623.76	0903525.84	1A	765		12	190 48	1841
WINDSOCK	413654.89	0903459.87	1A	771		18	48 28	2086
TREE	413702.63	0903509.01	1A	772		19	21 35	2314
OL POLE	413704.79	0903507.49	1A	782		29	22 4	2561
TREE	413707.52	0903508.11	1A	810		57	18 57	2801
TREE	413617.74	0903456.53	1A	773		20	141 22	3035
OL ON WATER TANK	413659.72	0903424.55	1B	905		152	65 30	4652



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	750
21	750
15	753
33	751

DAVENPORT MUNICIPAL AIRPORT

DAVENPORT, IOWA

(NOT TO SCALE)